

Other Major Thoroughfares

B10 US 23 Business (North Main St) – US 276 (Walnut St) to East Street

Purpose and Need

This portion of US 23 Business carried an estimated 10,600 vpd in 2005. It is primarily a 2-lane urban arterial, with some 3-lane segments. Driveways and intersections (often skewed or multi-legged) are frequent. In light of projects to increase capacity at either end of this segment, it appears likely that the model's 2030 forecast of 12,200 vpd is probably low.

Recommendation

With a constrained right-of-way, an undesirable alignment/geometrics, and surrounding development, options for adding capacity are limited. Spot intersection improvements, including turn lanes, intersection reconstruction, elimination of certain turning movements, and a sophisticated traffic signal system are identified as the most practical measures to maximize capacity. This project should be coordinated with B5, B11, and B17. This project should be coordinated with proposed bicycle improvements along the corridor.

B11 US 276 (Russ Ave) – US 23 Business (North Main St) to US 19 (Dellwood Rd)

Purpose and Need

This facility serves several important functions, including:

- Accessing US 74;
- Providing a north-south spine connecting with east-west facilities;
- Connecting Waynesville and Maggie Valley;
- Serving adjacent land uses.

Along with its varied functions, Russ Avenue has a variety of cross-sections (from two to five lanes) and speed limits (20 – 45 mph). Although the model does not forecast a significant increase in maximum traffic volumes (from 35,300 vpd in 2005 to 36,300 vpd in 2030), portions of the facility will experience substantially greater traffic increases. Without careful access management, further development or re-development could effectively reduce existing capacity. In addition, the second highest crash location in the county is at the US 19/Russ Avenue intersection.

Recommendation

Employ access management and spot intersection improvements as warranted, along with signal system improvements.

This project should be coordinated with proposed bicycle improvements along the corridor and with highway projects B4, B9, B10, B17, and B23.

B12 NC 215 – Fiberville Rd (SR 1643) to NC 215 (Champion Rd)

Purpose and Need

The intersection cluster on Champion Drive at the Pigeon River crossing (Blackwell Dr, Beavertown St, and North Canton Rd), with its two one-way bridges, skewed/steep approaches, heavy truck traffic, and limited rights-of-way creates a very complicated and inefficient bottleneck, and a potential crash hazard. In fact, this location is currently the fifth highest crash location in the county. At present levels of